

Remarks/Arguments

Reconsideration of this application, as amended, is respectfully requested.

Paragraph [0025] of the specification has been amended to change the reference numeral "73" to --71-- so that it corresponds to reference numeral 71 used on FIG. 4 of the drawings.

Claims 1 and 3-8 are pending in this application.

Claims 1 and 3-8 are under a rejection based on 35 U.S.C. § 112, second paragraph, as being indefinite due to a lack of antecedent basis for the limitation "said bearing elements", which appears in each of lines 11 and 14 of claim 1. This rejection has been obviated by substituting --said spherical bearings-- for the above-quoted limitation.

Claims 1 and 4-6 are under a rejection based on 35 U.S.C. § 103(a) as being unpatentable over Reese et al. in view of Halverson et al. This rejection is thought in error as Reese et al. does not disclose the structure required by claim 1.

Specifically, among other elements, claim 1 requires the frame of the implement to have opposite sides, an axle extending the full width of the implement and having a pair of wheels mounted to opposite ends of the axle, a suspension for the axle including first and second arms having **rear ends** respectively releasably rigidly fixed to the axle at locations inward of the pair of ground wheels, first and second coupling assemblies respectively mounting the first and second arms to the frame and respectively including first and second spherical bearings.

Reese et al. disclose (see paragraph bridging columns 5 and 6) a trailer-width axle 30 having tires mounted to its opposite ends and a suspension including a pair of arms 54 located inwardly of the wheels and having axle seats 56 **located between opposite ends** of the arms, with the axle 30 being received in **and welded to** the seats.

Halverson et al. disclose a truck differential 44 which carries an axle 42, with the axle 42 being releasably coupled to an axle saddle 74, which is suspended from the truck frame by a pair of forward trailing links 76 and 78, and a pair of rearward forwardly extending links 80 and 82. The saddle 74 includes a pair of flanges 106 and 108 which engage a top surface of the axle 42 and are provided with a set of four openings 110 which receive mounting bolts 112 that project upwardly through plates that engage a bottom surface of the axle, the latter plates being at the tops of

members having lower ends mounted to the saddle by trailing links 112 and 114.

Thus, it is clear Reese et al. do not teach the idea of **releasably mounting** an axle to suspension arms, nor do Reese et al. teach mounting an axle to the **rear ends** of the suspension arms, as required by claim 1. Further, while Halverson et al. do teach releasably fixing an axle to an axle saddle, there is no teaching of releasably coupling the axle to the rear end of a suspension arm, as set forth in claim 1.

In view of the above, claim 1 is thought to define patentably over Reese et al. and Halverson et al. Claims 4-6 depend from claim 1 and are likewise thought allowable.

Claim 4 is thought allowable for the additional reason that the claim requires the suspension arms to be symmetrical from top to bottom about a transverse plane and the suspension arms of Reese et al. are not symmetrical, as claimed.

Claim 6 is thought allowable for the additional reason that it requires the arm and frame to include respective elements which are secured to each other by an interconnecting structure which prevents the axle from moving relatively to the frame, and no such structure is present either in Reese et al. or in Halverson et al.

Claim 3 has been amended to reflect changes made in claim 1, as concerns mounting the rear ends of the suspension arms to the axle.

It is noted that the Examiner considers claims 3, 7 and 8 to contain allowable subject matter. As discussed above, claim 1 is thought to be allowable, therefore, these claims, which depend either directly or indirectly from claim 1 are likewise thought allowable.

In conclusion, it is believed that this application is in condition for allowance, and such allowance is respectfully requested.

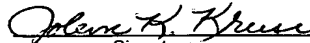
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Respectfully,


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